

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-11 (canceled).

Claim 12 (new): A method for operating an active chassis system of a motor vehicle, comprising:

arranging wheels of at least one axle with a toe-in,
arranging support assemblies which interact with actuating elements between the wheels and a vehicle body, with wheel contact forces of the wheels assuming different values as a result of actuation of the actuating elements and a side force being generated at the wheels having the toe-in angle,

producing a resulting yaw moment (M_z), in determining a desired yaw rate from the information of an on-board device for a roadway in a control unit, and setting the wheel contact forces as a function of the determined desired yaw rate.

Claim 13 (new): The method as claimed in claim 12, wherein the determined desired yaw rate is calculated as a function of at least one of a velocity and a yaw rate.

Claim 14 (new): The method as claimed in claim 12, wherein the desired yaw rate is calculated as a function of a steering wheel angle.

Claim 15 (new): The method as claimed in claim 12, wherein the on-board device for profiling the roadway is configured to detect a profile of the roadway and calculate a desired driving course therefrom such that the vehicle is guidable along the desired course upon selective actuation of the actuating elements.

Claim 16 (new): The method as claimed in claim 12, wherein a deviation of a travel direction of the vehicle from a travel direction predefined by a vehicle driver is detected from the information of the on-board device, and the deviation is compensated upon selective actuation of the actuating elements.

Claim 17 (new): The method as claimed in claim 12, wherein an obstacle is detected by the on-board device so as to be avoided by selective actuation of the support assemblies.

Claim 18 (new): The method as claimed in claim 12, wherein, upon detection of straight-ahead travel by the on-board device and a permanently present steering torque, the actuating elements are selectively actuated to reduce the steering torque and maintain the travel direction.

Claim 19 (new): The method as claimed in claim 12, wherein the wheel contact forces are set by the actuating elements to change prestressing of one of a helical spring, an air spring and a hydraulic spring.

Claim 20 (new): The method as claimed in claim 12, wherein the wheel contact forces are set by the actuating elements to change prestressing of a stabilizer.

Claim 21 (new): The method as claimed in claim 12, wherein the toe-in angle and an associated slip angle at at least one of a front axle and a rear axle are changeable as required by an adjustment element.

Claim 22 (new): The method as claimed in claim 12, wherein a desired yaw rate is determined from at least one sensed value, including at least one of wheels peed differences, steering wheel angle and steering torque, in lieu of from information from the on-board device.